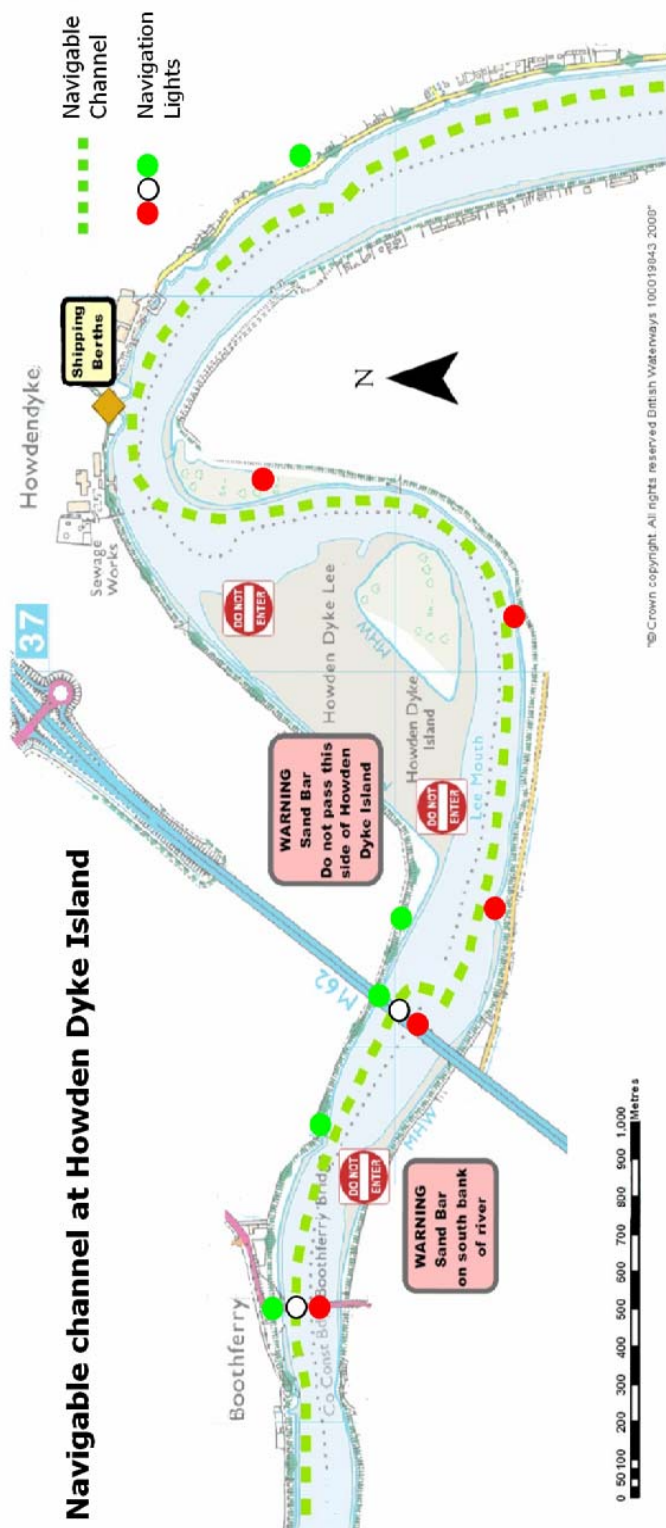


Navigable channel at Howden Dyke Island



CONTACT DETAILS

Coastguard	999
Freephone Canals	0800 4799947
British Waterways	0113 2816860
Duty Lock Keeper Selby	01757 703182
Duty Lock Keeper Naburn	01904 728500
Bridge Keepers	VHF Channel 9
Barmby Barrage	01757 638579
	VHF Channel 74
Ouse Pilots	07850 752385
	07788 464981
Goole Dock	01405 721128

WHAT TO DO IN AN EMERGENCY

In the case of an emergency dial 999 and ask for the Coastguard. The operator will connect you to the Coastguard Rescue Centre at Bridlington.

All emergencies and incidents should be reported to the British Waterways Harbour Master as soon as possible, by calling 0113 281 6860.



British Waterways Yorkshire
Fearn's Wharf, Neptune Street, Leeds, LS9 8PB
T 0113 281 6860
F 0113 281 6849
E enquiries.yorkshire@britishwaterways.co.uk
W www.waterscape.com

July 2008



THE RIVER OUSE

GUIDANCE NOTES FOR PLANNING A SAFE PASSAGE



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INTRODUCTION

The following notes are advisory and are intended to provide guidance for leisure vessels planning passage on the upper tidal reaches of the River Ouse north of Goole.

AREA OF JURISDICTION

British Waterways' area of jurisdiction extends from Goole Rail Bridge in the south to Naburn Lock in the north.

Waters to the south are under the control of Associated British Ports with waters above Naburn Lock remaining under the control of British Waterways.

The River Derwent is managed by the Environment Agency and is accessed from Barmby Barrage. Any skipper wishing to enter the Derwent should contact the barrage controller.

TIDE INFORMATION

Tides flood for 2 to 3 hours and ebb for up to 10 hours to complete the cycle, with a fortnightly cycle of neap and spring tides.

Tidal flows in the river are strong, typically 2–3 knots but up to 9 knots on the flood tide at Selby. Tide times and heights can be difficult to predict on the river particularly when the river is in flood.

Craft with a failed engine could be carried along by the current at over 10 mph. Craft travelling 10 mph into the current will in effect be stationary.

At low water the lower reaches of the river are very shallow and craft are at risk of grounding.

The tidal section of the River Ouse has been classified category "C" by the Maritime and Coastguard Agency.

PLANNING YOUR PASSAGE

The safety of passengers, crew and craft are the responsibility of the person in charge. British Waterways are always happy to offer advice to any boat operator using its waterways.

Before commencing passage, skippers are advised as follows:

- Passage from Goole to Naburn should be made generally on the flood tide and Naburn to Goole on the ebb tide.
- Check tide and weather conditions and allow sufficient time to complete your passage. Passage duration will depend on vessel speed and river conditions at the time of passage.
- Ensure you have suitable knowledge and experience of your craft including air and water draft details.
- Ensure your craft and engine are in good working order and suitable for the proposed passage.
- All swing bridges can be contacted on VHF radio channel 9. On request, the bridge master will swing the bridge or provide details of available air draft. To avoid unnecessary traffic disruption requests for bridge swings should not be made unless necessary.
- Leisure craft should follow the practice of good seamanship and be prepared to give way to commercial vessels.
- Navigation lights are in place at various locations on the river banks and on fixed structures including wharves and bridges where they mark the navigable channel. All navigation aids are in compliance with IALA Maritime Buoyage convention.
- There are no suitable moorings for leisure vessels on the tidal section of the river.
- Speed limits for the tidal sections are 10 knots over the ground, except for the marked section through Selby which is 6 knots.

HAZARD INFORMATION

Various hazards exist on the river. The following list, although not exhaustive, is intended to highlight the principal hazards that may be encountered on the tidal sections of the river.

- At low water the lower reaches of the river are very shallow and craft are at risk of grounding. If this occurs there is no action to take but to wait for the next tide to float the craft off. Crew should be alert at this time as it is possible to be rolled over by the flooding tide.
- Bridges constrict the flow of water, which in turn results in fast and turbulent flows through the bridges and their approaches. Extreme caution is required at Selby Toll Bridge where there is a particular problem.
- The deepest water can generally be found in the centre of the channel on straight reaches and in the outside of the bends where the flow is fastest.
- The main navigable channel between Boothferry Bridge and Howdendyke Island changes position. The plan overleaf indicates the navigable channel at this location.
- Commercial vessels operate on the river including shipping at Howdendyke, Drax and Selby.
- Debris is often present in the river, particularly after flooding. Debris can foul and damage propellers and steering gear.

A pilotage service is available from Goole to Barlby and is recommended for those inexperienced on tidal waterways.

